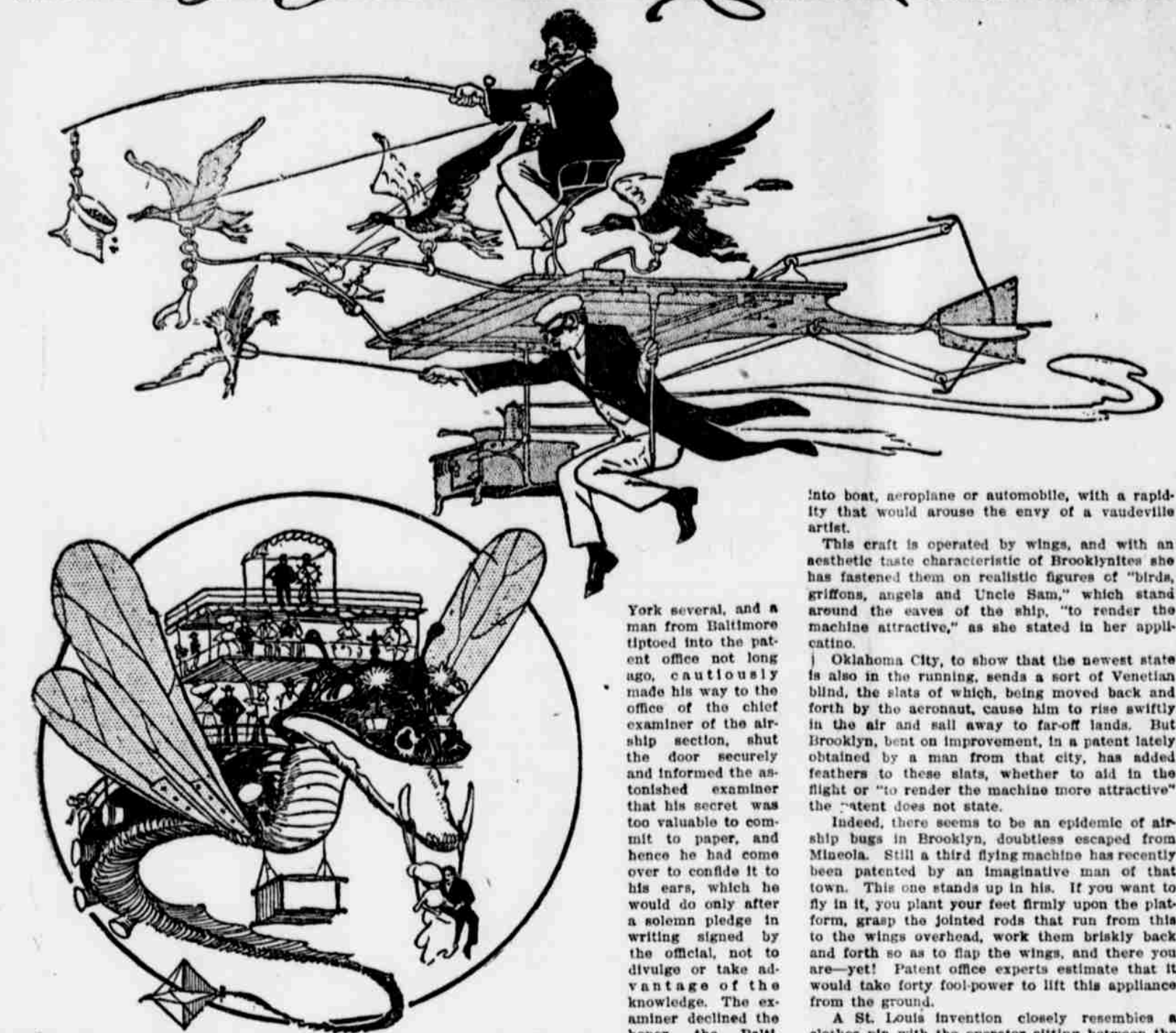


Deluge of Freak Aeroplanes



THE publishers of the Patent Office Gazette ever conclude to add a comic supplement to their weekly edition, we can supply them with all the material without their having to hunt in other divisions.

So spoke an official in the aeroplane and airship section of the examining division of the patent office at Washington, when asked as to the character of inventions now being offered for patent in this line.

"Before Wright startled the country with his flight of more than one hour over here at Fort Myer a couple of years ago," continued the official, "there were not many applications of this kind filed. Since that time, however, they have steadily increased, until now we are getting them in at the rate of more than 150 a week. They are now far ahead of all other kinds of invention in number filed, and, I may add, in freakishness."

"The large majority offered are not allowed, and of these the public can know nothing. But these rejected ones have by no means a monopoly as examples of an unique form of lunacy. Many of those for which we are obliged to issue patents would be mighty dangerous evidence if offered in court against the sanity of the inventor."

An inspection of a number of the patents lately issued to these aspiring to soar shows that the patent office men know what he was talking about. Were it not that these freak airships were formally patented, and that it had cost the inventors at least \$100 apiece to obtain such patents, it would seem, from examination, that many of them had been trying to perpetrate a practical joke on the patent office officials.

The wildest flights of whimsical imagination cannot reach beyond some of the crazy combinations recorded as airships and aeroplanes in the Washington archives. Could the claims made by some of the fathers to these weird machines be practically realized, the magic carpet of Prince Ahmed and the fabulous rock of the "Arabian Nights" would hide their charmed heads under the bed and go out of the flying business.

What adds to the grotesque humor of these patents is that their claims are all couched in strictly scientific language, reading like a report of an aeronautic society.

Also the strict attention to minutest detail is amusing; railings to prevent the passenger from falling over in the scenery, muffs to keep hands and ears warm while soaring through the zero fatitudes of the upper air, comfortable sleeping beds carefully arranged with springs, so that the jar of alighting will not awake the folks, telescopes arranged on swivels at convenient places about the decks that the curious traveler may discern what continent he's flying over—these and a score of other details are carefully inserted, doubtless to show intending purchasers how their comfort has been looked after.

In many of the drawings the aeronaut is shown, invariably sitting with hands placidly folded, to show it's just as easy! All manner of means of propulsion have been brought into requisition from dynamite to ducks. Wings, air, aeriform and liquid torpedoes all come in for a share.

Occasionally, too, one comes across an inventor who has worked out all the problems to a nicety—and then has failed to provide a motive power. But this trifle is dismissed with some such remark as "Any convenient form of motive power may be used."

No single locality can boast itself the home of these erratic geniuses. They stretch across the country and overlap Europe from Colorado to Budapest, in Hungary. Washington has one, New

York several, and a man from Baltimore tipped into the patent office not long ago, cautiously made his way to the office of the chief examiner of the airship section, shut the door securely and informed the astonished examiner that his secret was too valuable to commit to paper, and hence he had come over to confide it to his ears, which he would do only after a solemn pledge in writing signed by the official, not to divulge or take advantage of the knowledge. The examiner declined the honor, the Baltimore man insisted, and upon further refusal waxed wrathful, whereupon the examiner called the bouncer.

An inventor in Highlands, Col., recently obtained a patent upon an airship that contains all the comforts of home. In the drawings it resembles an enlarged picture of some sort of a bug, with a row of eyes along the side and a ruffle down its back; on inspection the ruffle resolves itself into the railing along the upper deck and the eyes into windows of the various state-rooms on the ship.

The lace curtains of each window are carefully looped back so as not to obscure the view. A staircase leads down from the hatchway that modest women may alight without undue exposure of lingerie. Everything man can want is shown, even to the buffet—that is, all except the machinery, which is probably in the cellar of the craft with the laundry tubs and the furnace.

A man of Bergen, N. J., has patented what looks like a large metallic box turned upside down. There is no bottom in it. In the side walls are circular openings, and in these are rotary fans, which suck the air into the box. The aeronaut sits in a car suspended from the box.

When the Bergen man wants to fly he turns the power onto his fans; these pump air into the box. It can only escape downward, and the reaction from this powerful draft will force the box upward, causing it to fly—so runneth the patent specification.

An expert of the patent office figured out that a blast strong enough to lift the combined weight of machine and aeronaut would blow a hole in the ground big enough to hide an elephant. What happens to the unfortunate hero who sits below in the teeth of this tornado will probably be told in the supplemental application recently filed.

A genius from Clarksville, Tenn., would fly by incasing himself in a rubber suit, much like that of a diver, to which are attached hollow wings filled with liquid air. The release of the air through valved vents downward and backward propels him upward and forward. There are no eyeholes in the casing, "but," naively remarks the inventor, "the air pressure from without will enable the aeronaut to determine his direction," which is rather a vague sort of compass.

From gay Páree comes Edouard Wulff, with a patented scheme for flying by means of "eagles, vultures or condors." True to the instincts of his native city, he fits out his birds with "corsets," the specifications of which as to trimmings, binding, etc., are carefully set out.

B. Szantmiklosy, from Budapest, Hungary, also has patented a bird-driven airship, but limits his motors to ducks; why ducks is not set forth.

Of course Chicago has to shy her castor into the ring. She turns up with a combination balloon-hotel-boat-airship, with bay windows and balconies in the body of the building, "eminently adapted for flying through the air or navigating the water," saith the patent. It has a hull-shaped body, and the vessel can go from air to water and from water to air without disturbing the poker game in the smoking room.

But a woman from Brooklyn goes the Chicago man one better. If some night the lonely wayfarer is startled by the appearance of a huge, nondescript bird that alights in the roadway and goes steepchasing cross country with a Barney Oldfield speed until it reaches a nearby lake, over which it rapidly skims, until, landing on the further shore, it rises into the air again, and disappears over the horizon with a parting flit of its tail, let not that wayfarer hasten to the nearest parsonage and sign the pledge. The bird he has seen is real, for it is only the lady from Brooklyn taking an after-dinner spin in her newest invention, a ship that can make a lightning change

into boat, aeroplane or automobile, with a rapidity that would arouse the envy of a vaudeville artist.

This craft is operated by wings, and with an aesthetic taste characteristic of Brooklynites she has fastened them on realistic figures of "birds, griffons, angels and Uncle Sam," which stand around the eaves of the ship, "to render the machine attractive," as she stated in her application.

Oklahoma City, to show that the newest state is also in the running, sends a sort of Venetian blind, the slats of which, being moved back and forth by the aeronaut, cause him to rise swiftly in the air and sail away to far-off lands. But Brooklyn, bent on improvement, in a patent lately obtained by a man from that city, has added feathers to these slats, whether to aid in the flight or "to render the machine more attractive" the patent does not state.

Indeed, there seems to be an epidemic of airship bugs in Brooklyn, doubtless escaped from Mineola. Still a third flying machine has recently been patented by an imaginative man of that town. This one stands up in his. If you want to fly in it, you plant your feet firmly upon the platform, grasp the jointed rods that run from this to the wings overhead, work them briskly back and forth so as to flap the wings, and there you are—yet! Patent office experts estimate that it would take forty fool-power to lift this appliance from the ground.

A St. Louis invention closely resembles a clothes pin with the operator sitting between the forks. Where the head of the pin would be is set the electric dynamo, showing a contemptuous disregard for the laws of gravitation. The machine is moved by the flapping of wings, which are built on the plan of the cellar door of childhood.

There is something really unique in the patent obtained by a Cleveland man. The device consists of a cigar-shaped gasbag, much like that in the Baldwin or Zeppelin airship. Around it, from stem to stern, runs a spiral fin or vane like the threads on a screw. The aeronaut sits on a saddle suspended below. When the machine rises into the air he propels himself by operating a pedal which revolves the gasbag. The fin or vane, thus revolved, bores itself through the air like the propeller of an ordinary aeroplane. This inventor carries along a sort of aerial bathing suit with auxiliary flying attachment, whereby he may disport himself in the great air ocean above.

No one can gainsay the foresight of the "improvement in airships" made by a resident of Hot Springs, Ark. The first claim in his patent is that his balloon is so constructed that if it bursts the bagging will "nest in the rigging above and form a parachute whereby the aeronaut may descend safely to the earth." This is commended to anxious mothers whose small boys have the airship bug.

A Boston inventor upholds the reputation of that town for erudition by prefacing his application for patent with a learned discourse on the fact that heated air rises.

"But," he continues, "disaster frequently occurs through the use of oiled silk or other fragile or inflammable material as a receptacle for such air in balloons and airships." He remedies this by substituting therefor a "large cylinder of some light metal, preferably aluminum," as his specifications state. Immediately beneath this cylinder is placed a cozy furnace. The man who wants to see his name in the paper gets out of bed and builds a fire in this furnace. This heats the air in the aluminum cylinder, the heated air rises, taking along cylinder, furnace and man, and away they go! This principle, according to a patent office man, explains why many boilers go up with furnace and engineer.

An Omaha, Neb., man shows a western predilection for firearms by trimming the rear of his airship with cartridges. When these are exploded in succession he expects to be driven through the air to his destination with neatness and dispatch, the exploding cartridges lending a homelike air to the surroundings. When his cartridges are expended he loads her up again as one would the chambers of a revolver.

With so many bizarre airships in embryo in her midst, Washington had to take a hand. The man of the capital goes one better than the Arkansas inventor mentioned, who turns his "busted" balloon into a parachute. This man's airship, when it blows up or he gets tired of sailing among the clouds balloonwise, turns itself into an aeroplane without the slightest effort. When the gas is out of the bag the thing is done. He carries a gas generator on board so that when he wants a little more ballooning he can fill it up again.

This ship also has a hotel attachment with twelve rooms—in the drawings. It is propelled by a kind of Archimedes screw propeller which he has been thoughtful enough to have "encased in aluminum housings," so that ladies' skirts will not become entangled. He, too, provides all manner of comforts on board, each one painfully detailed in the patent.

These are but a few of the freak patents lately issued for airships and aeroplanes, but they are enough to convince any inventor that if he wants to spring anything novel on the people in the line of hand-made birds of burden he's got to get up mighty early in the morning and work as long as there's light to see.

THREE QUESTIONS

Sunday School Lesson for Sept. 18, 1910

LESSON TEXT.—Matthew 22:15-22, 34-46. Memory verses 27-39.
GOLDEN TEXT.—"Render therefore unto Caesar the things which are Caesar's; and unto God the things that are God's."—Matt. 22:21.
TIME.—Tuesday, April 14, A. D. 30. The same day as our last lesson.
PLACE.—The Court of the Temple in Jerusalem.

Suggestion and Practical Thought.

The rulers of the Jews had determined on the death of Jesus (Mark 11:18), and were now seeking some way of ensnaring Jesus into expressing opinions which could be used as an accusation for which he could be convicted in the courts. But by Jesus' answers Divine truth was made more clear.

The question was asked by a wily combination of two parties. It was, is it lawful to give tribute to Caesar, or not? The Pharisees sent their disciples, learners, students, who would come as those who wanted to learn, and not as the teachers who, being supposed to know, would appear to be merely wanting to entrap Jesus, "A cunning device." These would represent one side of the question, opposed to paying tribute to Caesar.

Fierce opposition was offered to the tribute law... which was regarded as an impiety, inasmuch as no Lord could be recognized but God.... Others offered opposition to the legality of the tax, while one leader, Judah of Gamala, associated with a Pharisee named Zadok, formed a party to work solely on this line of attack. Then vengeance was sworn against whomsoever should transgress the Mosaic law, and the Zealots were pious assassins who imposed upon themselves the sacred obligations of killing all transgressors of the law.

The Herodians were adherents of the Herods, who owed what power they possessed to the Roman government. "They vied with the Sadducees in skepticism, and with the Greeks in licentiousness, pandering to the vice and cruelty of the Herods and truckled to the Romans." These represented the other side of the question, favoring tribute to Caesar, and opposed to the Messianic hopes of the Pharisees.

No matter which side Jesus took it seemed impossible for him not to seriously damage his cause. If he decided for either party, the other would be his enemy. He was sailing between Scylla and Charybdis. If he said it was not right to pay taxes, he would be in collision with the whole Roman power, which would regard and treat him as a criminal. His career would be ended. If he said it was lawful for the Jews, the great mass of the people would be against him, and he would lose his hold upon them; for they hated the Roman government, and one of the first and greatest things they expected of the Messiah was deliverance from this subjection to a foreign power. "The taxes were a constant cause of revolt."

They say unto him, Caesar's (pronounced Kaisar by Romans and Greeks. It is the German kaiser and Russian czar). "Render therefore unto Caesar the things which are Caesar's." The image and superscription on the coin implied the sovereignty of Caesar. The Jews, by using the coins, in so far were served by the Roman government. They therefore owed it some service in return. This service was the payment of taxes.

"And unto God the things that are God's." God as your maker, preserver, giver of countless good gifts, one of the choicest of which was the gift of his Son, their Messiah, had a right to claim love and obedience from them.

Christians have to live in countries where the government is not perfect, and it is their duty to be good citizens in them, the best citizens they have. This was one of the ways by which Christianity conquered the Roman empire. To have fought the empire with their worldly weapons would have been ruin; as Christ himself said: "For all they that take the sword shall perish with the sword" (Matt. 26:52).

God's image is stamped in the soul of man. It is sometimes soiled in the mire of sin, dimmed by the friction of worldly cares, bent and distorted by wrongs done and wrongs received; but every man was created in the image of God. This makes it possible to be restored, to receive the fuller, sweeter, more perfect image of God's holiness.

When Tamerlane was in his wars, one of his captains dug up a great pot of gold, and brought it to him. Tamerlane asked whether it had his father's stamp upon it; but when he saw it had the Roman stamp, and not his father's, he would not own it.

A lawyer, a scribe, a student and teacher of the law, asked, "Master, which is the great commandment of the law?" Tempting him, testing him to see what kind of an answer the wise teacher would give to one of the stock questions which divided the Jewish teachers into rival schools, for he realized that Jesus had answered wisely the Sadducee's question (Mark).

All we have and are we owe to him; and the only way in which we can make any return is to love him and obey him in love. That is all that is ours to give; to withhold it is unutterably mean. "The best thing in man is love, and God wants the best." Such love not only honors God, but elevates man. Love is the most ennobling act of the soul; and the nobler and higher the object and the more intense the love, so much the more is the one who thus loves ennobled, purified, enlarged, exalted in nature. In him are found all that ought to move the highest affections of men.

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NO CHANCE TO GO WRONG

Statement of Beauty Doctor May Have Been True, but it was Not Gallant.

William F. Oldham, bishop of Singapore, talked at a dinner, on his last visit to New York, about missionary work.

"A certain type of man," he said, "goes about declaring that we dominant races civilize the savage out of existence—that we do them harm instead of good."

"Well, as a matter of fact, if these cavaliers knew what I know about some tribes, they would speak less confidently. Some tribes are so debased that to do them anything but good would hardly be possible. They are, in fact, just like the ugly woman who visited the beauty doctor."

"This woman was ugly in every feature, but her nose was particularly ugly. That, no doubt, was why she desired the beauty doctor to begin on it."

"I am willing," she said, "to pay you liberally, doctor, but I demand in return substantial results. We will start with my nose. Can you guarantee to make it ideally beautiful?"

"The doctor, after looking attentively at the woman's nose, replied:

"Well, madam, I can't say as to ideal beauty, but a nose like yours I couldn't help improving if I hit with a mallet."

ALMOST WORN OUT.



Ella Fontaine—Is your knee tired, dear?
Slenderly—It must be, pet; it's gone to sleep.

Located.
Old Gentleman (to waiter)—Can you tell me if my wife is here?
Waiter—Yes, sir, eight hats to the left—Flegende Blatter.

LACK OF MONEY Was a Godsend in This Case.

It is not always that a lack of money is a benefit.

A lady of Green Forest, Ark., owes her health to the fact that she could not pay in advance the fee demanded by a specialist to treat her for stomach trouble. In telling of her case she says:

"I had been treated by four different physicians during 10 years of stomach trouble. Lately I called on another who told me he could not cure me; that I had neuralgia of the stomach. Then I went to a specialist who told me I had catarrh of the stomach and said he could cure me in four months but would have to have his money down. I could not raise the necessary sum and in my extremity I was led to quit coffee and try Postum. "So I stopped coffee and gave Postum a thorough trial and the results have been magical. I now sleep well at night, something I had not done for a long time; the pain in my stomach is gone and I am a different woman."

"I dreaded to quit coffee, because every time I had tried to stop it I suffered from severe headaches, so I continued to drink it although I had reason to believe it was injurious to me, and was the cause of my stomach trouble and extreme nervousness. But when I had Postum to shift to it was different."

"To my surprise I did not miss coffee when I began to drink Postum."

"Coffee had been steadily and surely killing me and I didn't fully realize what was doing it until I quit and changed to Postum."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.